

REFERENCES:

John Barbee,	O. H. Stratton,
T. H. Crawford,	J. O. Wargent,
E. D. Standiford,	John D. Pope,
Alex. Duval,	Mark H. Mott,
J. C. Beauchamp,	Will. Catane,
Sam'l. & Bradley,	James Collins,
J. H. Schroeder,	Posart, Frazer & S.
Ormsby, Blair & Co.,	J. M. Martin.

april 21st

TRANSPORTATION

Hawkins' Omnibus Line

LEAVES MIDDLE

town every morning (Sundays excepted) at 7 o'clock and arrives at Louisville at 9 o'clock.


Leaves Louisville at 10 o'clock, and arrives at Middletown at 12 o'clock p. m.

Passengers will be called for who leave their names at Kirk's stable, on Third street, opposite the post office, or at Kirk's stable, on Fifth street, near Main.

Fare from Louisville to Middle town 20 cents; from Middle town to Louisville 15 cents; to Middletown 30 cents.

Comfort, cheapness, speed, and safety are what

offer particularly, and the public may be assured that the line will be permanent.

 We will also take charge of and deliver the packages at the end of and anywhere along the line, on accommodating terms.

FOR WASHINGTON CITY
Baltimore, Philadelphia

NEW YORK, & C. Most direct through Line for the East
BALTIMORE & OHIO

RAILROAD!

THIS GREAT WORK OF INTERSTATE
 al improvement (374 miles from Wheeling, Baltimore, and 463 to Washington.) was opened to Ohio river in January, 1883, and has now been built to the Ohio river from the freight and passenger route. This road is located in a romantic country solidly constructed, fully equipped, and carefully managed, and is thus rendered as attractive as well as a safe life for travelers. The late completion of Central Ohio Road, from Columbus to the Ohio river, and the completion of the Ohio River and Baltimore route, offering, with the great trunk line, Baltimore and Ohio, a direct route from Baltimore to the Ohio river, and from the Ohio river to the Atlantic coast, is a great improvement in the transportation of goods and passengers.

THE ONLY THROUGH TICKETS BETWEEN LOUISVILLE AND THE NATIONAL METROPOLIS are sold by this road, which runs direct to Washington without the delay of passing through Baltimore. Also the only line by which baggage can be checked direct to Washington. At Baltimore the road makes a direct connection with the Railroad to Philadelphia and New York, &c.

The Mail Steamers leave Louisville daily for Cincinnati, where they arrive so as to connect with the Little Miami Railroad at A. M. (or P. M.), for Columbus, connecting there with Central Ohio Railroad through Newark and Zanesville to Bealton, on the Chesapeake and Ohio. Below Bealton, where Washington place the connection with the B. and O. Railroad made direct. By express train of this route, the time from Cincinnati to Baltimore is less than 24 hours, to Washington less than 26 hours.

THROUGH TICKETS are sold as follows: By steamers to Cincinnati, from Louisville to Washington \$18; to Baltimore \$17; to Philadelphia \$19; and to New York \$20.50. Tickets to New York and Baltimore from the southeast corner of Third and Water streets, Louisville.

KNOW Be sure to ask for tickets by the Baltimore and Ohio Railroad route.

THROUGH TICKETS may also be had at the office of the Jeffersonville Railroad for the Baltimore and Washington routes, and at the Louisville office, Ohio and Mississippi, Little Miami, and Central Ohio Railroads. The following rates: From Louisville to Washington

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50; to Philadelphia, \$17 50; to Philadelphia, \$15 50; to
York, \$51.

At WHEELING or Benwood the passenger takes the
superior care of the B. and O. Railroad, which is
daily 5 A. M., and 11:35 A. M., for Baltimore, and
returning, 4 P. M., for Philadelphia. The service
there is for 12 hours, including stoppages. For service,
speed, regularity, beauty of the country, and general
comfort, this road is second to none in the Union.

FREIGHTS—With the largest equipment of any
road in the United States, the company is prepared
to handle all classes of freight, and to deliver it at
any point on the coast.


which are carried with care and dispatch, and at rates low as those of any other first class line. It makes immediate connection at the wharves and in streets of Baltimore with the Railroad to Philadelphia and New York, steamers of Brunswick and Baltimore, Chesapeake Bay lines, by canal and sea to New York and Boston, steamers to Norfolk, Charleston, Savannah, &c.

For particulars see freight tariff, copies of which may be had of any of the Forwarding Houses in the West.

Wm. A. Mendenhall, President.

Field, Master of Transportation, Baltimore.

WINTER ARRANGEMENT.
1856. Commencing January 7, 1856.



Little Miami Railroad
VIA COLUMBUS.

EXCLUSIVELY AN EASTERN ROUTE
Quickest, Shortest, and Most Direct
LIGHTNING EXPRESS
 through to Columbus, Crestline, and Cleveland
 without change of cars. By any other route pa-
 pers and baggage change cars.
 The only route with Three Daily Trains to Cleveland
 Dunkirk, and Buffalo, by the uniform gauge and
 fast service.
 The only route with reliable connection to Pittsburgh

The only route to Wheeling and Stumbeville, The Little Miami, via Columbus being the shortest, quick, and direct route from Cincinnati to the Eastern States, is so arranged that it is made with ease. Coaches are provided for passengers and are not subject to delay and waiting for mail, or for the collection of fares and children. Crossing the Little Miami at near Milford, 17 miles east of Cincinnati, connects with the Columbus, Crestline, and Cleveland, with Trains for the Eastern States. The Little Miami, via Columbus, is a short, rapid, comfortable, uniform and safe service from Cincinnati, from Columbus, and from Cleveland.

By 6 O'clock A. M. Train,
Wheeling passengers dine at Zaneville. Pittsburgh
passengers dine at Cranberry. Baltimore and Wash-
ington passengers dine at Cleveland, and dine the following
morning at New York, Philadelphia, or Washington City.
Breakfast at Baltimore.

COLUMBUS in 3 1/2 hours;
CLEVELAND in 5 1/2 hours;
DUNKIRK in 1 1/2 hours;
BUFFALO in 1 1/2 hours;
ALBANY in 2 1/2 hours;
NEW YORK in 2 1/2 hours;
BOSTON in 2 1/2 hours;
CRESTLINE in 5 hours;
PITTSBURG in 1 1/2 hours;
PHILADELPHIA in 3 1/2 hours;
WHEELING in 10 hours.

Four Daily Trains.
First Train.—Cleveland, Pittsburg, Steubenville, Wheeling, Lightening Express from Cincinnati 6 a. m., for all the Eastern cities. Also, for New York, Delaware, Circleville, Lancaster, and Zanesville.

Through to Columbus, Crestline, and Cleveland without changing cars.

Second Train.—Express Mail leaves Cincinnati 6 o'clock, A. M., for all the eastern cities.


Third Train.—Accommodation, leaves Cincinnati 3:30 o'clock, P. M., for Springfield; Circleville and cast; Blanchester and Chillicothe; Hillsborough; and Cincinnati, Cincinnati and Pittsburg Night press, leaves Cincinnati 7 o'clock, P. M., for Cincinnati, Dunkirk, Buffalo, New York, and Boston; Pittsburg, Baltimore, Philadelphia, and New

THROUGH TICKETS.
And all information can be obtained at the New
Bees, No. 2 Market House Building, W. E. O'B
Ticket Agent; No. 177 Front Office, Gibson House
ling, ALEX. HAMILTON, Ticket Agent; or at the Old Co
southeast corner Broadway and Front street, op
Spencer House; or at the Eastern (Little Miami) b

Office hours from 4 A. M. until 9 P. M.
P. W. STRADER, General Agent.
THE OMNIBUS LINE
Calls for passengers at all the principal Hotels, for
and every train. By leaving directions at either of
above offices, will call for passengers in all parts of
city, without fail.
J. A. H. B. RUGGLES, Conduct
NEW ALBANY & SALEM RAILROAD

CHANGE OF RUNNING TIME.
ON AND AFTER WEDNESDAY
next, 13th instant. Trains will run on the
Albany and Salem Railroad as follows:
Express Trains will leave New Albany daily, (7
days excepted), at 8 a. m., connecting at Greene
with Trains West for Terre Haute, Vincennes, a
Louis, and arriving at Michigan City at 4:15 a. m.

Chicago at 7:30. A. M., making close connections
Trains leave for Milwaukee, Rock Island, and Gas
Michigan City with Trains East, on Mich
Central Road, for Detroit, Niagara Falls, New
Boston, &c.
Express Trains South will leave Michigan C
11:15, P. M., and arrive at New Albany next day at
P. M., in time to put passengers into Louisville a
station.
Freight Trains will leave New Albany as usual
A. M. every day, Sunday excepted.
Jaldt J. B. ANDERSON, Sup

New Albany and Salem R. R. Co.

LOUISVILLE TO CHICAGO \$7.
TRAINS LEAVE NEW ALBANY
 daily (Sundays excepted) at 3:30 A. M., run
 directly through to Chicago, connecting there with

transfers for the West and Northwest, leaving these areas
evening.
Main connects at Greenacres with the
Hatte and Richmond, and
making the SHORTEST, QUICKEST, and CHEAPEST
route to that point. Connects also at Michigan
City with Trains of Michigan Central Railroad
to Buffalo, Niagara Falls, and all Eastern cities.
To Chicago, St. Paul, Minneapolis, and
St. Louis, but the principal points East.
Railroad Company, 359 Main street.

for is any part of the city without extra charge
JOHN B. ANDERSON, Superintendent
N. STEVENS, General Ticket Agent.

SPECIAL NOTICE
Louisville, New Albany, Lafayette, and Chicago
DAILY EXPRESS.
AMERICAN

**AMERICAN
EXPRESS COMPANY**
CASH CAPITAL PAID IN, \$750,000
Proprietors:
WELLS, BUTTERFIELD & CO., New York
LIVINGSTON, FARGO & CO., Buffalo

THE ONLY EXPRESS LINE
running through to Chicago by passenger train.
Freight taken as low as by any responsible Ex-
press Line. Twenty-four hours in advance of other Ex-
press Lines.

The American Express Company will dispatch Ex-
press Messengers, by passenger trains, daily, between
Louisville, New Albany, Chicago, and Intermediate
places, for the transportation of Bank Notes, Gold,

Prompt attention given to the Collection of Bills, Notes, and other demands, by our own agents. Our Express Lines extend to all the eastern and western towns, Canada, California, Australia, and Europe, and our facilities are unequaled by any other line. Our long experience and well known reputation are a sufficient guarantee that all business intrusted to our care will have promptness and dispatch.

☛ Goods called for in any part of the city.

FRANK TAYLOR, Agent, 87 Main.

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